PALAMA
TRAFFIC CALMING CHARRETTE

HONOLULU, HAWAII

FINAL REPORT

JULY 2000

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City and County of Honolulu

Department of Transportation Services

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This report was prepared for the Honolulu Department of Transportation Services by R. M Towill Corp. and Walkable Communities, Inc. For background information on details found in this report contact The Traffic Calming Program at, (808) 523-4643. Walkable Communities, Inc. provides a helpful website at www.walkable.org.

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INTRODUCTION

People speed and cut through neighborhoods for a variety of reasons. Most neighborhood streets built in the past fifty years are designed for high speeds (30-40 mph) even though they may be posted at a lower limit. Meanwhile appropriate speeds for typical local streets are 25 mph. Many of our land uses are scattered. This results in families making an average of 10 vehicular trips daily. The volume of vehicles chokes and strangles traffic flow at intersections, then travels through neighborhoods as drivers take short cuts to avoid back-ups. Some motorists are late for events and try to make up the lost time. We (motorists) are all guilty of these practices.

This report provides guidance on reducing this undesirable behavior on the Kuakini, Alaneo and Lanakila Street portions of the Palama Neighborhood. Before entering into design of traffic calming features all neighborhood residents are asked to accept that the problems most often come from inside the neighborhood. Solutions therefore must be developed by the "stakeholders." Residents and property owners, who have much to gain from working together, are the backbone of finding workable solutions.

Six Step Process

Step 1
Traffic calming the Palama Neighborhood began with a partnership. Honolulu Department of Transportation Services staff met with Council member Jon Yoshimura and staff to identify an area of concern in his district.

Step 2
R.M. Towill staff collected available traffic volume, speed data and crash records to determine existing conditions. The University of Hawaii Department of Urban and Regional Planning mapped traffic information using Geographic Information Systems (GIS).

Step 3
The Traffic Calming Team was oriented to the neighborhood through a walking audit and site inspection. Still and digital photos were taken, and a windshield audit of all principal streets in the neighborhood was conducted. The team took street width measurements, estimated block lengths, observed motorists' behaviors, interviewed pedestrians and other residents, and gathered available maps.

Step 4
The Palama Neighborhood hosted a community traffic calming charrette on April 13, 2000 at the Maemae Elementary School. Neighborhood residents were shown community photographs and given examples of traffic calming possibilities. Then the residents created a prioritized list of the traffic issues to be addressed. Finally, the neighbors worked in groups and marked suggested solutions on neighborhood maps.

Step 5
The engineering and traffic calming development team then worked out a system solution to traffic speeding and volume, prepared conceptual engineering drawings of specific locations, and selected tools for illustrated drawings. The concepts were reviewed with Department of Transportation Services staff, and put into a form for public presentation.

Step 6
The Palama neighborhood hosted a final workshop on June 7, 2000 at the Lanakila Elementary School. Residents were shown conceptual drawings of the recommended traffic calming tools. Comments were received and incorporated into this final report, which includes the conceptual system map, and makes recommendations for implementation**.**